

COMMERCIAL CONVENTION.

REVIVING AMERICAN SHIPPING.

STRONG MEASURES IN FAVOR OF FOSTERING LEGISLATION DISPLAYED.

In the Commercial Convention at Boston yesterday, several reforms were recommended, and an animated discussion took place on the expediency of admitting foreign ships to American registry. The general spirit of the Convention favors legislative aid to American shipping.

AN ANIMATED SESSION.

AN ABLE SPEECH BY JOHN ROACH—A RESOLUTION TO ADMIT RAW MATERIAL FREE REJECTED—“FREE SHIPS” OUT OF FAVOR.

BY TELEGRAPH TO THE TRIBUNE.

BOSTON, Oct. 7.—The National Commercial Convention held a busy animated, and often excited session to-day. It met in good humor in consequence of the good dinner given to the delegates last night by the two commercial clubs of Boston at the Hotel Brunswick, which brought the members together socially during the evening. Further acquaintance in the morning had shown that the delegates were not so far apart in view as might have been imagined, and there was accordingly from the beginning to-day a spirit of conciliation and unanimity which promised well for the success of the Convention.

The Committee of Nine was not ready to report after the call to order, and John Roach, of New-York, was called upon to make a few remarks. Mr. Roach is a little deaf and cannot hear all that is said, but he can talk well, as soon appeared. He spoke for two hours and ten minutes, and after the first embarrassment had passed he secured and held the attention of his listeners. A great many questions were sent up on slips of paper for him to answer, which he did effectively. He defended American labor, explained the policy of England, and compared the ship to the locomotive, and claimed that with moderate protection America will soon be able to sell ships to the whole world, as she is now selling cars and locomotives. A great deal of the matter was entirely new to his hearers, and they rewarded him with general and hearty applause at every point he made. The speech made a marked impression, and the applause at the close lasted a whole minute.

The Committee of Nine was then reported a series of resolutions, several of which were passed. The resolution to admit raw materials free of duty, or to pay a drawback equal to the duty even if not imported, proved to be a dangerous measure.

Western men protested against it, although they expected to have a direct foreign trade by the Wieland Canal in a few years, and to build ships there. It was debated so thoroughly that none of its friends voted in its favor; neither builders nor owners favored any change of the present law.

The debate then came up on the sixth resolution, to provide a moderate bounty on building and a fair compensation for carrying the mails. Mr. Roach made a “free ship” speech, and a long and animated debate followed; but the rest of the talking was all one way.

The sentiment of the Convention seemed to be overwhelmingly in favor of a national and fostering policy. The Convention will vote to-morrow.

THE GENERAL PROCEEDINGS.

A WARM INTERCHANGE OF OPINIONS—THE RESOLUTIONS THAT WERE ADOPTED.

GENERAL PRESS DISPATCH.

BOSTON, Oct. 7.—In the Commercial Convention to-day, W. H. Lincoln, from the committee to which was referred a resolution and referring to the shipment and discharge of seamen, reported, recommending the passage of the bill, with an amendment providing that the first and second officers as well as the captains of American ships be Americans, making a technical change in the clause relative to the discharge of seamen in a foreign port, and an amendment favoring the employment of apprentices on ships of the United States.

Joel Cook, of Philadelphia, suggested that while the Convention was waiting for the report of the Committee of Nine, Mr. John Roach, of Chester, Penn., utilized the time by giving his views upon the present condition of the carrying trade of the country, and the best way to revive it, provided that Mr. Roach spoke in effect as follows:

It would be well to have only in name, as one-half of our tonnage, composed of steamers under the flag of Great Britain.

There are but two courses to pursue—one is to adopt the principles of a semi-monarchy and impose restrictions, which will be sure to cause retaliatory measures by other nations; the other is to be in accord with the progress of the age and remove the restrictions that already exist—a relic of former times.

Captain E. S. Osborn of New-York, followed, taking equally strong grounds in opposition, stating that British gold was largely used in this country for the purpose of influencing and creating public opinion favoring free trade in ships. He charged, and did so without fear of contradiction, that there is to-day a foreign line of steamers using ports of the United States—the owners of which are building three steamers, intending in case of a foreign war to put them under the American flag.

Mr. Goss, of Bath, Me., claimed that he was the largest wooden ship builder in the United States, and expressed the opinion that the present law was a transitory period, and that the present laws, if left, will be as useless in the future. He asked no favors of this, or any other country in the construction of ships, and called attention to the fact that the agitation of the free ships question was always most prominent when England was threatened with a foreign war to put them under the American flag.

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